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RESTRICTED

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War-By/s/E. Checket, Major, II

Q. #1637

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A F F I D A V I T

STATE OF CALIFORNIA

City and County of San Francisco)

SS:

ARTHUR M. BACLAWSKI, of lawful age,  
being duly sworn deposes and says:

I am a Master Sergeant in the U.S. Army  
200 Coast Artillery, ASN 38012473. I am thirty-six years of age  
and my permanent home address is 1064 E. 79th Street, Cleveland,  
Ohio. I have completed four years of college and received a  
Bachelor of Arts Degree at the Ohio State University in 1932.

I entered military service of the  
United States 28 March, 1941, at Santa Fe, New Mexico; was sent  
overseas in September, 1941, and returned from overseas 8 October,  
1945.

I was captured on Bataan, Phillipine  
Islands, 8 April, 1942, while serving in the Weather Section of  
Headquarters Battery, 200th Coast Artillery. My duties included  
surveying and drafting. I was held in custody as a prisoner of  
war by the Imperial Japanese Government from 8 April, 1942, to  
11 September, 1945, at the following places: Camp O'Donnell,  
Phillipine Islands from 2 June, 1942, to 21 September, 1943; Los  
Poncos, Phillipine Islands, 21 September, 1943, to 30 September,  
1944. From 1 October, 1944, to 8 November, 1944, I was enroute by  
boat from Manila, Phillipine Islands, to Camp Engin (phonetic) to  
Taiwan (Formosa). I left Taiwan on 12 January, 1945, aboard the  
MELBOURNE MARU and arrived at Kozaka in the Sendai area, Japan  
on 27 January, 1945. I was held in Kozaka until my liberation  
11 September, 1945. I was appointed squad leader by the Japanese  
at Kozaka and held this position for five months.

The only two Japanese in my places of  
imprisonment whose names I can now recall were Supply Sergeant  
Osani (phonetic) who was nicknamed the "Skull" and Corporal  
Kurada, a Japanese medical corpsman. Both of these men were  
stationed at Kozaka.

It is difficult to describe the  
conditions on our trip from Phillipine Islands to Taiwan. We  
travelled in a hold aboard a small collier which was very old  
and had been reconditioned. Seven hundred American prisoners,  
including myself, were loaded into the hold of the ship which  
was approximately 40 or 45 feet long, 30 to 35 feet wide and  
approximately 30 feet deep. Coal to a depth of 10 feet covered

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the entire floor of the hold. About 400 other American prisoners were loaded in the aft hold of the ship which was located immediately behind the ship's engine room. The heat in the hold was almost unbearable and I was told that the aft hold was even hotter. There was not room enough in our hold to lie down. The hold probably should have accommodated about 250 men. Thirty-two American prisoners in our hold died from suffocation and heat exhaustion during the thirty day trip. Many of the men were cut off their heads due to the intense heat. The hold was covered with wooden planking with about two inches spacing between the planks and, during air raids, canvas covers were pulled across these planks completely shutting out the air. After about six days, the Japanese laced cables into and around the planking covering the hold which would have made escape impossible in the event the ship was sunk. There were no light of any kind in the hold. We were told by the Japanese at the start of the trip that we would receive one U.S. Army Canteen cup of water per man per day. However, we only received this amount on four or five occasions when we touched that many ports.

I received about two-thirds of a cup per day. However, on some days we were completely without water. We received two meals per day normally. However, between the weather and air raids, they often cut this to one meal. The Japanese tried to make up for this cut in our ration on the following days but this was never completely accomplished. According to the notes of the trip which I kept, on 13 October, 1944, we received 3/4 of a cup of cooked rice in the morning and 3/4 of a cup of cooked rice mixed with seaweed for our second meal on that day. On 20 October, 1944, when our boat was in the port of Hong Kong, I received 1/3 canteen cup of stewed greens and one canteen cup of steamed rice in the morning and in the afternoon I received about 2/3 of a cup of steamed rice. On some days we received less than these amounts. The food was prepared by the American prisoners and lowered to the hold in wooden buckets attached to ropes.

There were no latrine facilities in the hold and buckets and cans were lowered on ropes for the men to relieve themselves and then pulled back to the deck and disposed of. It was necessary for many of the men to dig holes in the coal to use as toilets. As a result of this, the floor was continually filthy and dirty. All of the men had severe cases of diarrhea at sometime during the trip. I was allowed on deck three or four times for fifteen minute periods during the entire trip. I believe that all the Americans managed to get on deck about that number of times.

There were some American Red Cross medical supplies on board the ship. However the supplies were

soon exhausted. At the start of the trip, our officers secured vitamin tablets from the Red Cross parcels and passed these out at the rate of two tablets per man per day and the supply was exhausted by the end of fifteen days. Medical facilities on the boat were practically nil and included small amounts of sulfa thiasole. The physical conditions of the Americans at the beginning of the trip were reasonably good but at the end of the trip all prisoners were in poor shape. The Japanese commander at our destination remarked that ours was the worst group of prisoners physically that he had ever handled. I lost approximately twenty pounds during the trip.

I do not know the names of any of the Japanese in charge of the ship. However, I learned that the ship's commander had recently been in charge of prison ships from Mindanao to Japan.

The following U.S. Army officers and enlisted men were my fellow prisoners during this trip and could possibly furnish further information regarding the trip:

Major Farris, 26th Cavalry, Phillipine Islands, Commanding Officer of No. 1 Company on board ship.  
Capt. Compton, 200th Coast Artillery, Commanding Officer No. 2. Company.  
Capt. Thomas Davis, 59th Coast Artillery, Commanding Officer No. 4 Company.  
Lt. Wyndell acted as Adjutant on the prison ship.  
1st. Sgt. Lawrence O'Hara, 21st. Pursuit Squadron, home address Dayton, Ohio.  
T/Sgt. "Buzz" Barton, ASN 6802132, 19th Air Base, home address 400 Flearview Avenue, St. Louis, Missouri.  
Pfc. Lewis Celusniak, 200th Coast Artillery, home address Rt. 3, Merlin, Texas.  
1st. Sgt. Walter H. Lieb, 59th Coast Artillery, now stationed at Letterman General Hospital, San Francisco.

The above are all the pertinent facts I can remember regarding this incident.

(Signed) Arthur M. Baclawski, M/Sgt.

Subscribed and sworn to before me this 12th day of October, 1945

Interviewed by George G. Barker, Agent, S.I.C.

(Signed) Charles E Taylor, Capt.  
JAGD.

A CERTIFIED TRUE COPY  
(Signed) EVERETT CHECKET

Ex 1637A

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成年者タル「アイサー・エム・バツクロースキ」  
ハ正規ノ通り宣誓ノ上、証言シ、陳述ヲナス。  
米陸軍曹長第二〇〇沿岸砲隊、陸軍認識標番號  
第三八〇一二四七三一年齢三十六歳、本籍「オハ  
イオ」州「クリーヴランド」東第七九番街一〇六  
四

× × × × ×

私ハ一九四二年ノ昭和十七年ノ四月八日「アイ  
リッピン」群島、「ベタアン」ニ於テ捕虜トナリ  
マシタ。當時私ハ第二〇〇沿岸砲隊司令部氣候員  
測量ニ勤務シテキマシタ。私ノ仕事ハ測量ト製圖  
等デシタ。一九四二年ノ昭和十七年ノ四月八日ヨ  
リ一九四五年ノ昭和二十年ノ九月十一日ニ至ル間  
左記場所ニ於テ日本帝國政府ニ依リ戰時俘虜トシ  
テ收容サレテ居マシタ。一九四二年ノ昭和十七年ノ  
六月二日ヨリ一九四三年ノ昭和十八年ノ九月二十  
一日ニ至ル間「アイリッピン」群島「オドーネル」  
兵營、一九四三年ノ昭和十八年ノ九月二十一日ヨ  
リ一九四四年ノ昭和十九年ノ九月三十日ニ至ル間  
「アイリッピン」群島「ロスベノス」、一九四四  
年ノ昭和十九年ノ十月一日ヨリ同年十一月八日ニ  
至ル間「アイリッピン」群島「マニラ」ヨリ「エ  
ンデン」(音讀)兵舎ヲ經テ、台灣近海海中デア



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ツタ。一九四五年／昭和二十年／一月十二日「メ  
ルボルン」丸ニ乗船台湾出發、同年一月二十七日  
日本、仙台地區、小坂到着。一九四五年／昭和二  
十年／九月十一日解放進駐ハ小坂ニ收容サレテ居  
マシタ。

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「アイリッピン」群島ヨリ台湾迄ノ輸送中ノ狀  
態ヲ述ベル事ハ困難デス。幸信ニ古イ修理サレタ  
小サナ石炭船ノ船倉内デ輸送サレマシタ。自分ヲ  
入レテ七百名ノ「アメリカ」人捕虜ガ長サ約四十  
乃至四十五「フイート」幅三十乃至三十三「フイ  
ート」高さ約三平「フイート」ノ船倉ニ入レサレマシタ。下  
ノ厚サニ石炭ガ船倉ノ全部ノ床ヲ覆ツテキマシタ。  
約四〇〇名ノ他ノ「アメリカ」人捕虜ハ船ノ後部  
室ノ直グ後ニ在ル後尾船倉ニ詰込マレマシタ。船  
倉ノ長サハ殆ンド堪ヘラレズ、後尾船倉ハ更ニ長  
イトイフコトラ私ハ聞キマシタ。我々ノ船倉ニハ  
横ニナルニ充分ナ餘地モアリマセンデシタ。  
ソノ船倉ハ恐ラク約二五〇名ヲ收容出来ル程度デ  
シタ。我々ノ船倉ノ三十二名ノ「アメリカ人」捕  
虜ハ三十日ノ輸送中ニ窒息ト暑氣疲勞ノ爲ニ死ニ  
マシタ。多クノ者ハ睡イ長サノ爲氣ガ變ニナリマ  
シタ。船倉ハ板材ヲ被ハレテキテ板ト板ノ間ニ二

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時ノ隙間ガアリマシタ。空襲中ハ彼市ガ長等ノ前  
ノ上ニ覆ヒ被サレテ全ク大氣ヲ遮斷シマシタ。約  
六日後ニハ日本人ガ針金ヲ船倉ヲ被ツテキル板枌  
ノ間並ビニ周リニ捲キツケタノデ、恐ラク船ガ沈  
没シタ際ニモ脱出ヲ不可能ニシタデセウ。船倉ニ  
ハ如何ナル積積ノ燈火モアリマセンデシタ。出接  
ニ當リ、日本人ハ我々ニ、日ニ一人當リ米四匁軍  
便盒コップニ一杯ノ水ヲヤルト云ヒマシタ。然シ  
乍ラ我々ハ四、五同港ニ寄ツタ場合ニ上記ノ量ヲ  
受取ツタニ過キマセン。私ハ日ニコップニ三分ノ  
二程ヲ貰ヒマシタ。然シ乍ラ時ニハ全ク水ノ無イ  
日モアリマシタ。我々ハ通常日ニ、二食ヲ受ケテ  
キマシタ。然シ乍ラ、天候及空襲ノ都合ニヨリ日  
本人ハ屢々、此ノ二食ヲ一食ニ減シマシタ。日本  
人ハ我々ノ此ノ配給量不足分ヲソノ後ノ日ニ補ハ  
ウトシタガ、決シテ完全ニ實行サレタ事ハアリマ  
センデシタ。自分ガ所持シテホタ倉送記録ニ依レ  
バ、一九四四年（昭和十九年）十月十三日ニハ朝、  
コップニ四分ノ三杯ノ炊イタ便米ヲ、又其ノ日ノ  
第二回目ノ食事トシテハ海草ト混ぜテ炊イタ便米  
ヲコップニ四分ノ三杯給セラレマシタ。一九四四  
年（昭和十九年）十月二十日、船ガ香港ニ使泊中、  
私ハ便盒ノコップニ、三分ノ一杯ノナツバト便盒

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ノコツア一杯ノ飲イタ便トラ其ノ朝給セラレ、午  
後ニハ三分ノ二杯ノ飲イタ便ヲ與ヘラレマシタ。  
時ニハ是等ノ量ヨリ少イ量ヲ受ケマシタ。食事ハ  
「アメリカ」人捕虜ニヨツテ調理サレ、便ニ結ビ  
ツケタ木桶ニヨツテ、船倉ニ降サレマシタ。

船倉ニハ便所ノ設備ガナカツタノデ用便ノタメ、  
桶ト便トガ便デ下サレ用便後ハ又甲板ニ引上ゲラ  
レテ、處理サレマシタ。多クノ者ハ積マレタ石炭  
ノ中ニ穴ヲ掘ツテ、便所トシテ使用スル外仕方ガ  
アリマセンデシタ。此ノ結果床ハ常ニ不潔デ汚レ  
テキマシタ。凡テノ者ガ船途中何時カハ裸シイ下  
痢ニ罹リマシタ。私ハ全行程中、三、四回十五分  
間宛甲板ニ居ル事ヲ許サレマシタ。全部ノ「アメ  
リカ」人ガ何ウニカ三、四回位ハ甲板ニ出ル事ガ  
出来タト思ヒマス

船中ニハ多少ノアメリカ赤十字給與ノ醫藥品ガ  
アリマシタ。然シ乍ラソレモ同モナク使ヒ盡シマ  
シタ。出港ニ當ツテ我々ノ士官ガアメリカ赤十字  
ノ小包ノ中カラ「ビタミン」使ヲ得テ日ニ一人當  
リ、二錠ノ劑デ分配シマシタガ、十五日目ノ終リ  
迄ニ此ノ供給モ絶ヘテ了ヒマシタ。醫藥ノ便ハ船  
中デハ、殆ンド皆無デ「サルミアサイアゾール」

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ガ小量アツタニ過ギマセン。航海ノ當初ノ「アメ  
リカ」人ノ身体ノ状態ハ相當ニ良好デシタガ、旅  
程ノ終リニ於テハ凡テノ捕虜ガ瘦セ衰ヘテキマシ  
タ。目的地ニ於ケルハ吾人指揮官ハ、今迄彼ガ取  
扱ツタ捕虜ノウチデ我々一行ガ、肉体的ニ最モ懸  
イ一級デアツタト申シテ居リマシタ。私ハ航海中  
ニ約二十日、体重ガ減リマシタ。

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